

# Planning and Design Report

Drygas Properties Inc.

1033 Dundas Street  
City of London



April 20, 2022



**ZELINKA PRIAMO LTD**  
*A Professional Planning Practice*

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## Introduction

Zelinka Priamo Ltd., on behalf of Drygas Properties Inc., is pleased to submit this report in support of a Zoning By-law Amendment application permit the redevelopment of the lands known municipally as 1033 Dundas Street (hereinafter referred to as the “subject lands”) for a 5-storey mixed-use building containing 15 dwelling units and ground-floor commercial space.

The purpose of this Planning and Design Report is to provide design details and evaluate the proposed Zoning By-law Amendment within the context of existing land use policies and regulations, including the Provincial Policy Statement (2020), the City of London 1989 Official Plan, The London Plan, the Old East Village Dundas Street Corridor Secondary Plan, and the City of London Zoning By-law Z.-1.

## Subject Lands

The subject lands are located on the south side of Dundas Street, approximately 65m (213ft) east of Egerton Street and 105m (345ft) west of Kellogg Lane (Figure 1). The rectangular-shaped lands have an approximate area of 1,215sq.m (13,078sq. ft) with approximately 24m (78ft) frontage along Dundas Street and an approximate depth of 51m (167ft). The subject lands abut Dundas Street to the north, a medium-density development to the east, low-density residential uses to the south, and commercial uses to the west. Business district commercial uses (commercial, residential, etc.) are located opposite the subject lands on the north side of Dundas Street (Figure 2).

The subject lands currently have a 2-storey painted-brick semi-detached residential building constructed on the property. The lands are generally flat in topography and are predominantly covered by gravel with a scarcity of grass or other landscaping elements, with the exception of a mature tree along the southern property line. A pedestrian sidewalk abuts the site along Dundas Street, providing connections to surrounding areas. Vehicular access to the subject lands is provided by a straight gravel driveway from Dundas Street.

The subject lands are currently designated “*Main Street Commercial Corridor*” in the City of London 1989 Official Plan (Figure 3); are within the “*Rapid Transit Corridor*” Place Type (Figure 4) along a “*Rapid Transit Boulevard*” Street Classification (Figure 5) in The London Plan; are within the Old East Village Dundas Street Corridor Secondary Plan; and, are zoned “*Business District Commercial (BDC)*” in the City of London Zoning By-law Z.-1 (Figure 7).



**Project No.:** DRY/LON/21-01

**Date:** April 18, 2022

**Scale:** 1:2,000



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**FIGURE 1 - LOCATION**

*image retrieved from London City Map*

**1033 DUNDAS ST ZBA**  
**PETER DRYGAS**  
 1033 DUNDAS STREET  
 PT. LOT 10, CONCESSION C  
 GEO. TOWNSHIP OF LONDON  
 CITY OF LONDON  
 COUNTY OF MIDDLESEX

**Image 1 - Subject lands (looking south from Dundas St)**



**Image 2 - Adjacent lands (looking east from subject lands)**



**Image 3 - Adjacent lands (looking west from subject lands)**



**Image 4 - Adjacent lands (looking north from subject lands)**



## Spatial Analysis and Neighbourhood Context

Figure 2 shows the subject lands and land uses within a 400m and 800m radii, representing an approximate 5-minute and 10-minute walking distance respectively.

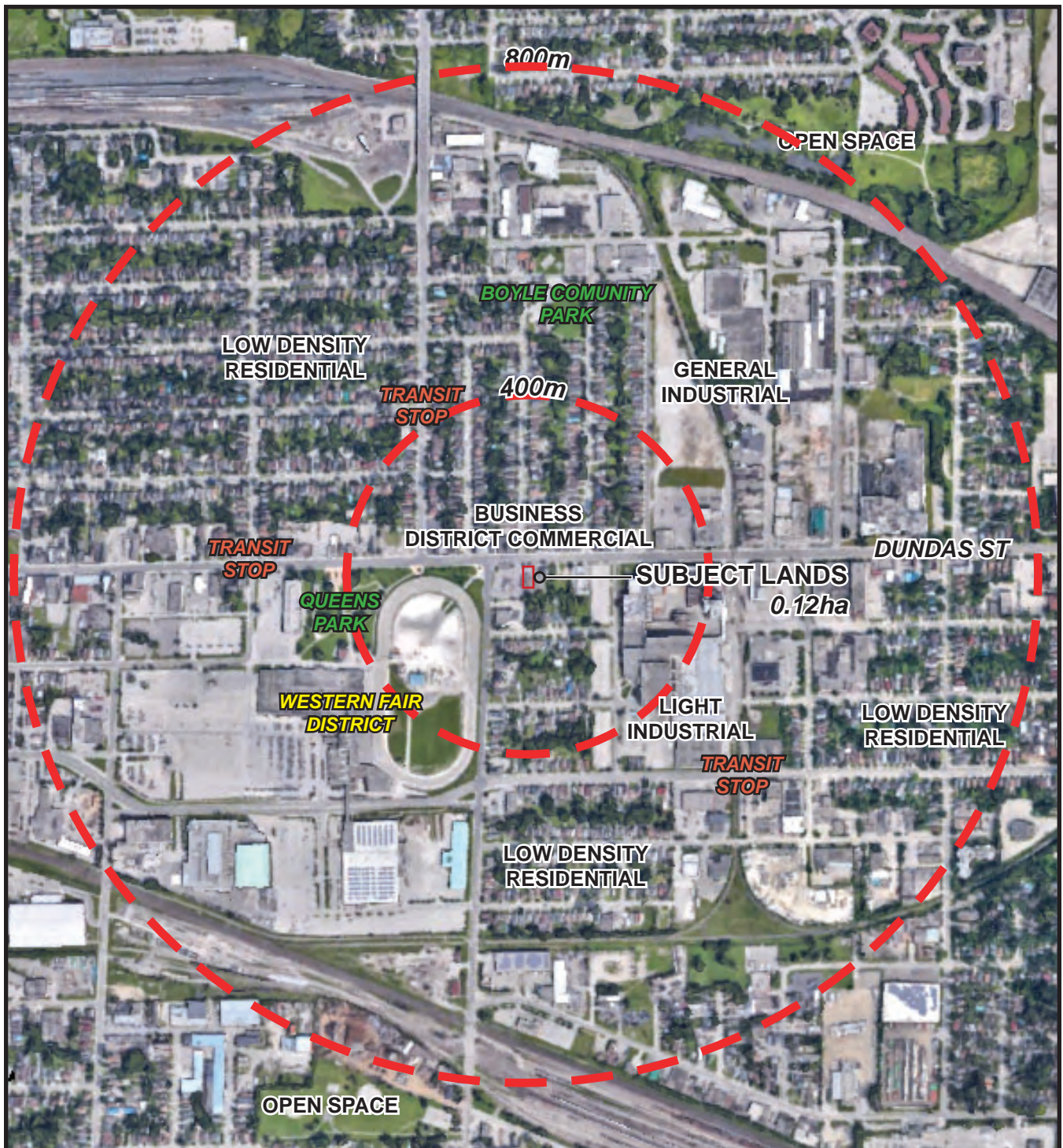
Notably, the character of Dundas Street significantly differs from the character of the residential streets within the neighbourhood. Due to the proposed development being an intensification project, both distinct area characteristics will be described; the character of the area along Dundas Street, and the character of the surrounding residential neighbourhoods. The subject lands front onto Dundas Street; however, the proposed development abuts existing low-density neighbourhoods composed of primarily single detached dwellings to the south. Thus, consideration of the character of the abutting lands is warranted.

The existing streetscape along this portion of Dundas Street (between Egerton Street and Kellogg Lane) consists of small-scale commercial uses such as a convenience store, coffee shop, and retail stores. Several mixed-use buildings are present with commercial uses on the ground floor and residential uses on the upper floors. Notably, a 5-storey residential development (Nightingale Place) sits adjacent to the subject lands. Pedestrian sidewalks are located on both sides of Dundas Street. The vehicular portion of the right-of-way consists of four lanes (two in each direction). A grassed landscaped strip acts as a buffer between the pedestrian sidewalk and the vehicular lanes on the south side of Dundas Street; the north side of Dundas Street has no landscape features aside from several street trees in intervals along the sidewalk. Vehicular access to the subject lands is currently available from all directions; however, vehicular access will be limited to right-in/right-out only after the planned infrastructure redevelopment along Dundas Street to accommodate the Bus Rapid Transit (BRT) corridor. A signalized intersection at the Dundas Street and Egerton Street intersection allows for safe pedestrian crossing.

The subject lands are serviced by public transit (Route #'s 20, 94, 7) within an 800m, 10-minute walk. The subject lands will be future-serviced by the planned BRT corridor with two Rapid Transit Stations located within a 10-minute walk.

The 400m, 5-minute walk area surrounding the subject lands is comprised of business district commercial uses to the north and east; low-density residential uses to the south and further north; recreational opportunities at the Western Fair District to the west; medium-density residential uses to the east; and business district commercial and light industrial uses further east.

The existing street character for local streets within the immediate southern vicinity of the subject lands consists of a range of single detached dwellings 1- to 1.5-storeys in height along King Street. The above-mentioned residential street is narrow with pedestrian sidewalks located on both sides of the right-of-way. Street trees are located along the City-owned boulevards and large, mature trees are located on some of the properties. Typical front yard setbacks for these dwellings range from approximately 3m to 5m. Vehicular access is provided via driveways located in the front yard. Vehicular parking is provided in the form of surface parking. The exterior finishes of these dwellings are typically brick/masonry with vinyl siding and a mix of window styles and treatments.



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**FIGURE 2 - SPATIAL ANALYSIS & NEIGHBOURHOOD CONTEXT**

*image retrieved from: Google Earth*



**Zelinka Priamo Ltd.**  
LAND USE PLANNERS

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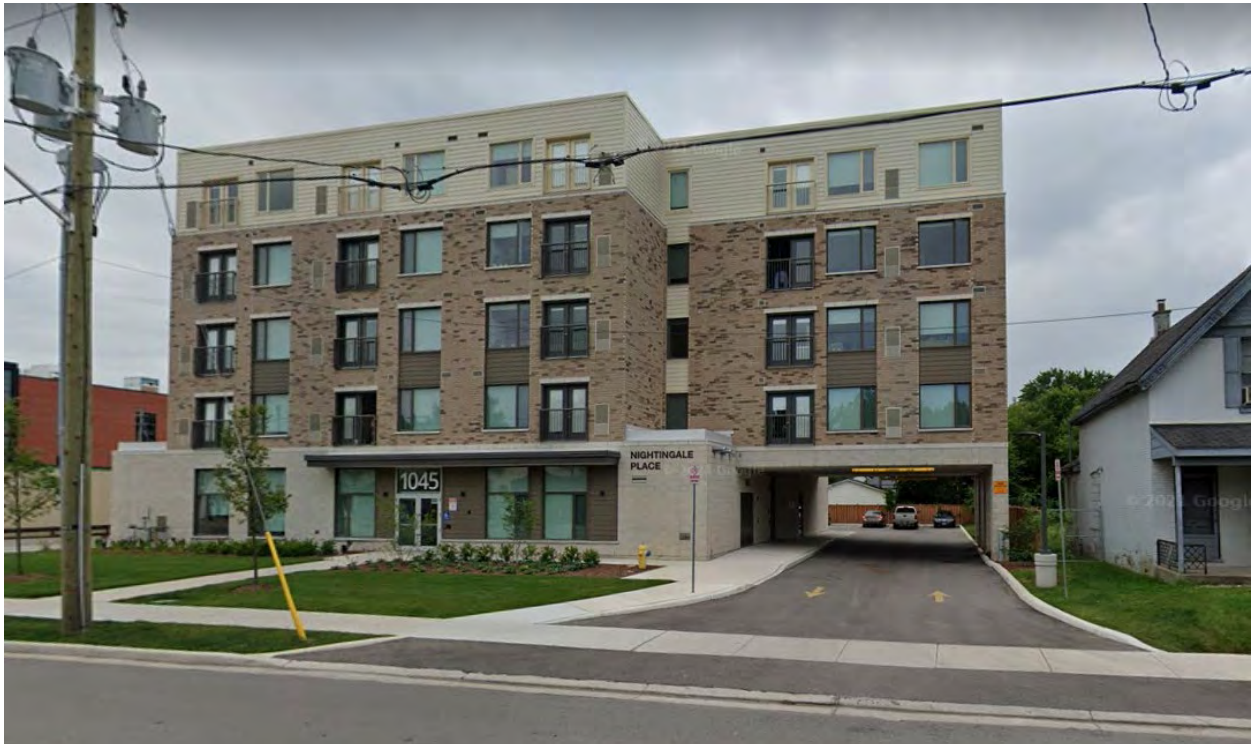
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**Image 5 - Low-density residential built form on King Street**



**Image 6 - Medium-density residential built form on Dundas Street**



The building directly adjacent to the eastern property line of the subject lands is a 5-storey residential development. The existing development has a single driveway leading from Dundas Street to a parking area in the rear yard, screened from view of the street by the building. There are multiple direct access points for pedestrians to access the public sidewalk from the building. The main entrance is well-articulated and faces the Dundas Street frontage. Several metres of landscaping separate the building from the public sidewalk, creating an inviting and attractive pedestrian realm. The exterior finishes of the building consist of brick/masonry, vinyl siding, and aluminum cladding.

The existing street character immediately north of the subject lands consists primarily of mixed-use buildings with a ground floor commercial use and upper storey residential dwelling units, ranging from 1- to 2-storeys in height. Notably, the two properties opposite the subject lands (1030 Dundas Street, 1034-1036 Dundas Street) on the north side of Dundas Street are listed properties in the City of London Register of Cultural Heritage Resources. 1030 Dundas Street is a 1-storey single detached dwelling with beige vinyl siding; 1034-1036 Dundas Street is a 2-storey mixed-use building with a retail commercial use on the ground floor and residential dwelling units on the second floor with red and brown brick/masonry exterior finishes and a flat roof. A heritage impact assessment has been completed to determine any potential impacts of the proposed development on these properties.

Lands within an 800m, 10-minute walk radius include low-density residential uses consisting primarily of single detached dwellings; recreational opportunities at the Western Fair District; and, employment opportunities in light industrial areas. There is a current planning application submitted for a property located within this radius at 1063 Dundas Street and 100 Kellogg Lane. The Official Plan/Zoning application is an extension of The Factory and proposes to permit Places of Entertainment and Amusement Game Establishments as additional uses for the north part of the subject property, and to allow outdoor patios in any yard of the site. This site plan is of note because it would provide additional recreational and employment opportunities proximate to the subject lands. There are several open space areas within a reasonable walking distance of the subject lands; Queens Park approximately 180m (590ft) to the west, Boyle Community Park approximately 370m (1,213ft) to the north, and McCormick Park approximately 800m (2,625ft) to the northeast.

**Image 7 – Listed heritage properties**



## Design Goals and Objectives

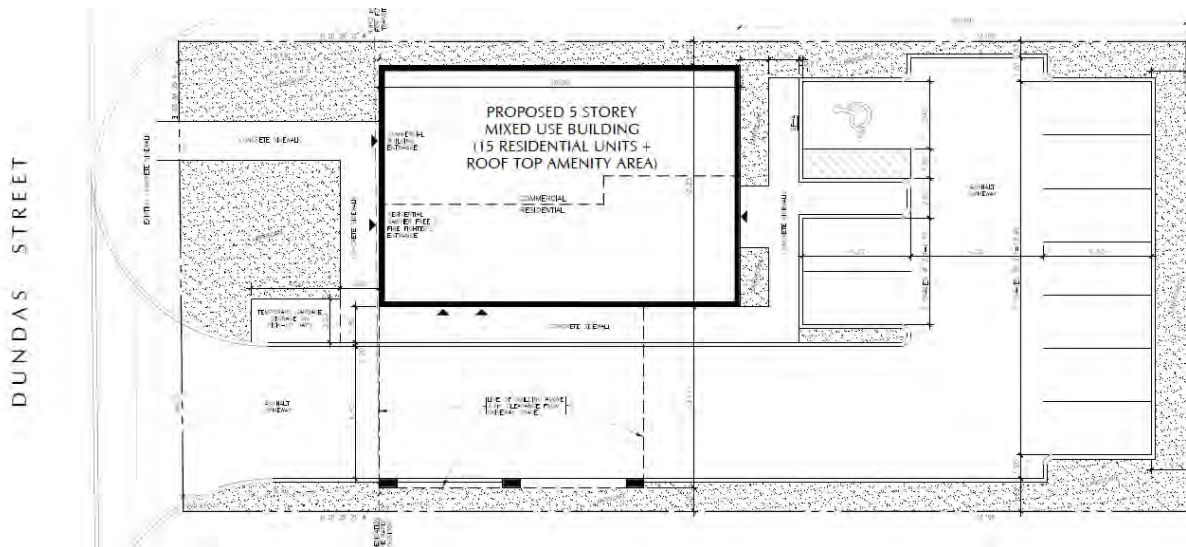
Given the surrounding built form and land use context, the goal of the proposed development is to intensify an underutilized parcel of residential land in a manner that is compatible with surrounding built form, contribute and fulfill the planned function of the area, and provide a visually attractive mixed-use building to serve the public travelling along the streetscape, as well as the adjacent neighbourhoods. As such, the proposed development is intended to:

- Ensure compatibility and fit with the surrounding neighbourhood context;
- Provide a development that utilizes high-quality materials in a built form compatible with proximate businesses and residential dwellings;
- Appropriately integrate the built form into the existing context, specifically in terms of massing, height, and articulation; and,
- Improve and enhance the Dundas Street streetscape.

## Proposed Development

The subject lands are proposed to be redeveloped for a single 5-storey mixed-use building containing ground floor commercial space, 15 residential units, and a rooftop amenity area, equating to a residential density of 125 units per hectare (uph).

Image 8 – Conceptual Site Plan (excerpt)



Vehicular access to the site is proposed to be provided by a single asphalt porte-cochère style driveway from Dundas Street parallel to the western property line of the subject lands leading to parking in the rear yard. Pedestrian connection to the street is provided in the form of a concrete sidewalk leading from Dundas Street to two entrances facing the street (one commercial entrance and one residential entrance), and a sidewalk providing pedestrian access to the rear parking area.

In consideration of the abutting single detached dwellings, the proposed building has been positioned away from the abutting rear yards to the greatest extent feasible. The proposed building provides a setback of 22.64m to the rear lot line. The building is positioned to be in close proximity to the existing 5-storey residential building to the east, with a 1.21m eastern side yard setback. Vehicular parking is located in the rear yard with several meters of landscaping proposed to provide a buffer that will maximize privacy and minimize disruption to adjacent lands. The vehicular parking area is screened from view from the street by the proposed building. Street trees and detailed landscape treatments will be refined further through the Site Plan Approval process.

Units within the building are arranged with the first floor being occupied by commercial uses and a residential lobby area; the second, third, and fourth floors being occupied by residential apartments; and, the fifth floor being occupied by an indoor amenity area and an outdoor rooftop amenity area.

'Dark sky' compliant lighting is proposed to illuminate the parking and pedestrian pathways on the subject lands with limited light cast onto adjacent lands. Additional landscaping along the Dundas Street frontage will be used to enhance the frontage and create an attractive street presence for travelling pedestrians.

Conceptual cladding materials include brick/masonry, aluminum, and extensive glazing.

With the proposed building being positioned close to the street, it will create an animated and vibrant street frontage that interacts well with the public sidewalks; provide a strong and coherent street wall that will enhance the streetscape; and, provide a pleasing and interactive public realm along Dundas Street.

**Image 9 – Front Elevation**



Image 10 – Right Elevation



Image 11 – Rear Elevation



Image 12 – Left Elevation



## Built Form and Site Compatibility

### *Built Form*

The proposed building has been designed to be compatible with the existing residential building to the east and to provide an attractive street presence. The mid-rise apartment building form is a compatible form of infill development within the context of surrounding mid-rise and low-rise development.

The proposed development will create a street presence that aligns with that established from the mid-rise residential building adjacent to the subject lands along Dundas Street.

### *Massing and Articulation*

The 5-storey height of the proposed building is similar to the 5-storey mid-rise building to the east of the subject lands and therefore will be both compatible and consistent with the mid-rise character along this portion of Dundas Street, creating a pleasing symmetry for passersby.

A large rear yard setback is provided between the proposed building and abutting residential uses. The subject lands abut three residential properties: 1036 King Street, 1038 King Street, and 1040 King Street. These noted properties all have their rear yards facing the subject lands, with a minimum distance of approximately 26m from the nearest dwelling to a shared lot line with the subject lands.

The proposed building will have a 10.18m front yard setback from the Dundas Street right-of-way. It is noted that this setback will be reduced after the City of London completes the Dundas Street Transit Corridor road-widening.

The building will be articulated by multiple distinct building faces as demonstrated in Image 13. The front elevation is defined by ground floor entrances, delineated upper-floor units, and large windows. The design recognizes the vertical division and articulation of numerous units with the use of brick/masonry pillars and horizontal aluminum cladding.

### *Architectural Treatment*

The exterior design of the proposed building provides an attractive and well-executed design with architectural details that are both modern and heritage-aware, drawing inspiration from existing designs and materials from the surrounding residential areas while remaining noticeably distinct. The combination of similar massing and exterior material creates a compatible design with the existing adjacent mid-rise development, while the red and brown brick and flat roof pays homage to the listed heritage buildings across the street. As the proposed building elevations are conceptual at this time, they will be further refined through the Site Plan Approval process.

The overall design of the proposed building conveys a modern look while remaining respectful to the older, sophisticated character of the heritage component of the surrounding neighbourhood.

**Image 13 – Conceptual Rendering**



## Current Policy and Regulatory Framework

### *Provincial Policy Statement (2020)*

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, “*provides policy direction on matters of provincial interest related to land use planning*” in order to ensure efficient development and protection of natural resources. All planning applications, including Zoning By-law Amendment applications, are required to be consistent with these policies.

Throughout this policy analysis, relevant policies are **boxed** and in *italics*, with discussion on how the proposed application is consistent with stated policies immediately following.

#### **Section 1.1.1**

*Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed mid-rise mixed-use building is an efficient and appropriate form of intensification for the subject lands and adds to the range and mix of housing types to satisfy the long-term housing needs identified in the City of London. The proposed development is a compact and cost-effective housing form that will utilize existing municipal services within an existing built-up area of London. Thus, the consumption of land and servicing costs are minimized.

#### **Section 1.1.3.1**

*Settlement Areas*

*Settlement areas shall be the focus of growth and development.*

The subject lands are located within a settlement area, being within the built-up area and within the Urban Growth Boundary of the City of London. The proposed redevelopment of the subject lands for a mid-rise mixed-use building promotes vitality and regeneration by intensifying the residential use of the land with an efficient form of development on an underutilized parcel that is connected to existing and appropriate infrastructure levels to accommodate the development.



### **Section 1.1.3.2**

*Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The proposed development broadens the range of commercial and residential forms and intensities in the immediate area, and compliments the range and intensities of commercial and residential forms in the greater surrounding area. It makes efficient use of underutilized land, resources, infrastructure, and existing transportation networks by increasing the density (up) on the subject lands. There is sufficient infrastructure capacity to adequately service the subject lands through full municipal services. The subject lands are proximate to several open space areas and recreational facilities, are serviced by sidewalks via the Dundas Street right-of-way, and will be serviced by the planned Bus Rapid Transit system, supporting the use of existing and planned active transportation opportunities.

### **Section 1.1.3.3**

*Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

The proposed development is considered to be intensification as it proposes a greater number of residential dwelling units than what currently exists. The subject lands are considered an appropriate location for intensification as they are located on an arterial road with public transit service; are proximate to open space and recreational facilities; and are sufficiently sized to accommodate the proposed number of dwelling units, amenity space, and parking, while also providing appropriate building setbacks.

### **Section 1.1.3.4**

*Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

The proposed development will utilize zoning regulations that are generally applied to this type of residential intensification. Special provisions are sought for the parking requirements and building

height. The reduced parking requirement is a common urban design tool used to permit greater density than would otherwise be permitted, and to encourage the use of available active transportation opportunities. The proposed building height is increased to permit a greater density and create compatibility and consistency in height and massing to the adjacent building. There are no risks to public health and safety associated with the proposed development.

#### **Section 1.1.3.6**

*New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The proposed development is located within an existing built-up residential area. The proposed density of 125uph is reflective of a compact and efficient form of housing which adds to the range of uses and densities in the area.

#### **Section 1.4.3**

*Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

- b) permitting and facilitating:
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development contributes to the range and mix of housing types to accommodate future growth in the City of London and is consistent with the Council's intent to encourage appropriate intensification.

Appropriate intensification, as proposed, contributes to the efficient use of infrastructure and public services; promotes high-density for new housing; efficiently uses land; supports the use of active transportation and public transit along Dundas Street; minimizes housing costs; and, facilitates compact housing form.

### **Section 1.6.6.2**

*Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

The proposed development will make use of full municipal services as there is existing sufficient capacity to service the development.

### **City of London 1989 Official Plan**

The subject lands are designated “*Main Street Commercial Corridor*” according to “Schedule ‘A’ – Land Use” in the City of London 1989 Official Plan (Figure 3). Permitted uses under this policy framework include small-scale retail uses; service and repair establishments; food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices; small-scale entertainment uses; galleries; studios; community facilities such as libraries and day care centres; correctional and supervised residences; residential uses (including secondary uses); and, units created through the conversion of existing buildings, or through the development of mixed-use buildings.

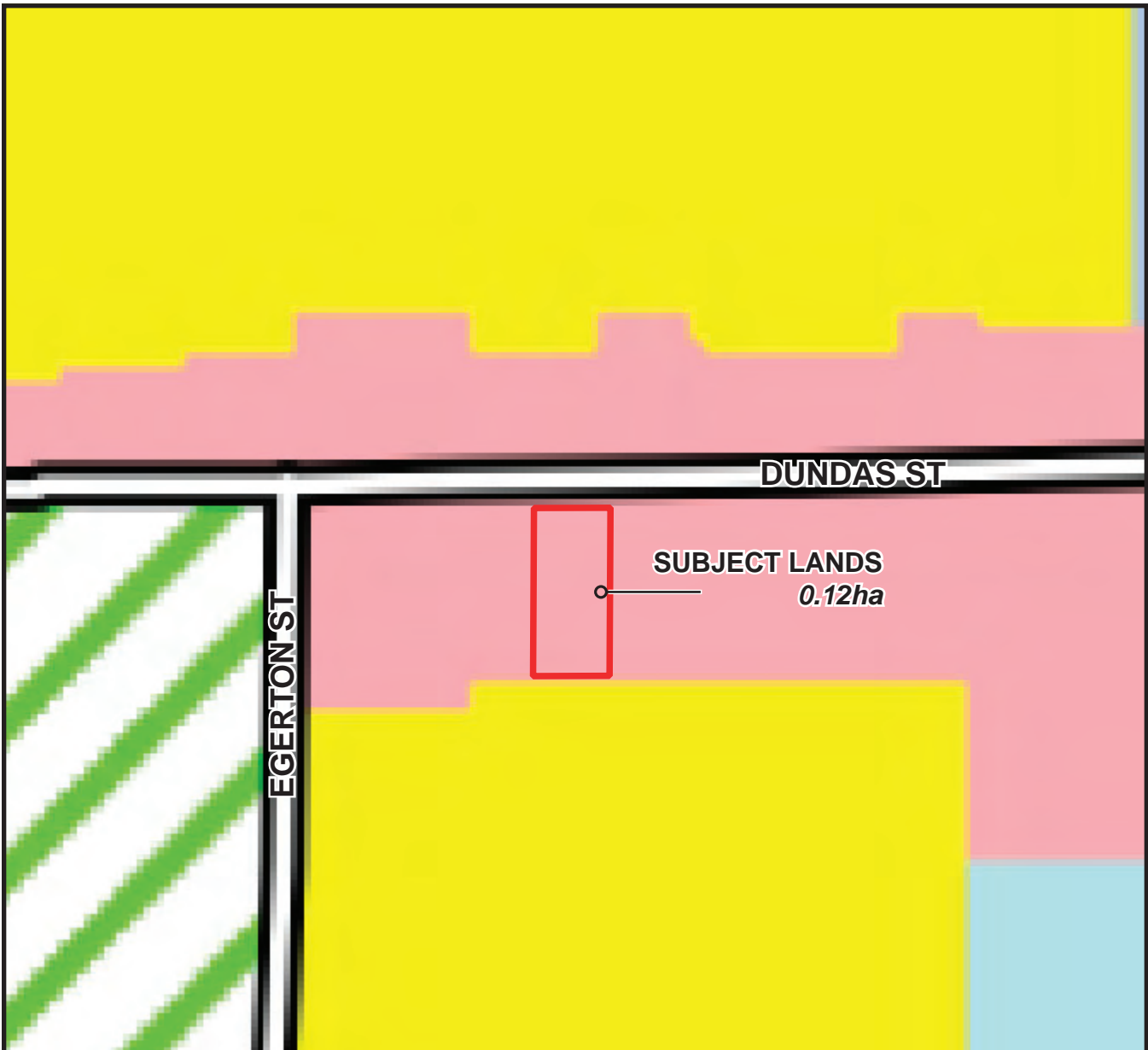
The subject lands fall under the “*Planning Objectives for all Commercial Land Use Designations*” policies (4.2.1), the “*Main Street Commercial Corridor*” policies (4.4.1), and several other policies relating to intensification, urban design, and housing which will be outlined and discussed in this section.

### **Section 4.2.1 – Planning Objectives for all Commercial Land Use Designations**

*It is intended that the development and use of areas designated [...] Main Street Commercial [...] meet the following objectives:*

- i) Promote the orderly distribution and development of commercial uses to satisfy the shopping and service needs of residents and shoppers;*
- ii) Minimize the impact of commercial development on adjacent land uses and on the traffic-carrying capacity of adjacent roads;*
- iii) Provide sufficient land at appropriate locations to meet the need for new commercial development; and,*
- iv) Encourage intensification and redevelopment in existing commercial areas within the built-up area of the City to meet commercial needs, to make better use of existing City infrastructure and to strengthen the vitality of these areas.*

The subject lands are well-suited to accommodate the proposed development and can contribute to the range of commercial uses to meet current and future demand for commercial uses in the area.



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**FIGURE 3 - CITY OF LONDON 1989 OFFICIAL PLAN**  
**SCHEDULE 'A' - LAND USE**

**1033 DUNDAS ST ZBA**  
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The proposed development has been designed to be compatible with existing adjacent land uses by providing appropriate building massing and design, appropriate setbacks, and appropriate parking.

The location of the subject lands is prime for commercial development as it resides within the commercial land use designation and is proximate to several existing commercial developments.

The proposed development encourages both intensification and redevelopment by making efficient use of underutilized lands within the built-up area of the city where existing infrastructure can support the development. The redevelopment of the subject lands from a semi-detached dwelling to a mixed-use building will strengthen the vitality of this segment of Dundas Street and the surrounding neighbourhood.

#### **Section 4.4.1.1 – Planning Objectives**

- i) Provide for the redevelopment of vacant, underutilized or dilapidated properties within Main Street Commercial Corridors for one or more of a broad range of permitted uses at a scale which is compatible with adjacent development;*
- ii) Encourage development which maintains the scale, setback and character of the existing uses;*
- iii) Encourage common parking areas instead of individual access points and individual parking areas; and,*
- iv) Encourage mixed-use development to achieve higher densities and to reinforce the objectives of achieving a diverse mix of land uses.*

The redevelopment of the underutilized subject lands to a mixed-use commercial/residential development intensifies the subject lands by implementing a higher density than what currently exists and achieves a diverse mix of land uses.

The massing and design of the building is similar to that adjacent to it with similar front and side yard setbacks, thus encouraging development that maintains the scale, setbacks, and character of existing development.

The proposed development has a single parking area in the rear yard of the subject lands, achieving a common parking area with a single access point.

#### **Section 4.4.1.2 – Urban Design Objectives**

- i) *Encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics;*
- ii) *Provide for and enhance the pedestrian nature of the Main Street Commercial Corridor;*
- iii) *Enhance the street edge by providing for high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting;*
- iv) *Design development to support public transit;*
- v) *Create high-quality public places;*
- vi) *Maintain and create a strong organizing structure;*
- vii) *Maintain or create a strong identity and place;*
- viii) *Maintain the cultural heritage value or interest of listed buildings and ensure through the application of the Commercial Urban Design Guidelines that new development is consistent with the form of existing development; and,*
- ix) *Encourage the transition and connection between the gateway Main Street Commercial Corridors and the Downtown through pedestrian, transit and design linkages.*

The proposed development will enhance the visual character of Dundas Street by further developing a strong street wall with high quality façade design alongside the adjacent building. The pedestrian nature of Dundas Street will be enhanced by the addition of new pedestrian connections from the sidewalk. The proposed development, in conjunction with Nightingale Place, will further maintain a strong identity along this portion of Dundas Street with two buildings of similar massing and design side-by-side. The materials and colours chosen for the proposed development maintains the cultural heritage value of the area by pulling inspiration from the listed heritage buildings across the street. The proposed development is along the route of the future Bus Rapid Transit corridor planned for Dundas Street, which will provide connections to the Downtown and other areas throughout the City of London.

#### **Section 4.4.1.8 – Mixed Use Development**

*Residential uses combined with commercial uses or free-standing residential uses will be encouraged in the Main Street Commercial Corridors to promote active street life and movement in those areas beyond the work-day hours. Residential development above existing commercial development should provide maximum privacy between private living spaces as well as adequate separation from commercial activity.*

The proposed development promotes active street life and movement in the area beyond the work-day hours by providing accessible pedestrian and transit connections to areas all throughout the City of London. The proposed development will be within walking distance of two future planned Rapid Transit stations, encouraging an active street life from both residents and the travelling public.

The design of the building has ensured maximum privacy and separation between private dwellings and commercial activity by providing an entrance separate from the commercial ground floor use for residents; locating each use on separate floors of the building; and, by providing an amenity space for residents on the rooftop, far from the commercial ground floor of the building.

## Section 4.5 – Planning Impact Analysis

### *Compatibility*

The proposed development is compatible with the surrounding neighbourhood for the following reasons:

- Provides similar height and massing to existing developments in the neighbourhood;
- Provides appropriate building setbacks to ensure no undue adverse impacts or privacy issues; and,
- Provides a built form and density (mid-rise mixed-use) that is compatible with the surrounding residential, commercial, recreational, and employment uses, as evidenced by the adjacent Nightingale Place development.

### *Location*

The subject lands are well-located, and of a sufficient size and configuration, to accommodate the proposed residential intensification. The proposed development is located along a major arterial road that is supported by public transit and pedestrian sidewalks, and is proximate to recreational opportunities and employment lands. Due to the frontage of the subject lands onto Dundas Street, the lands are considered a separate, but related, component of the single detached neighbourhood to the south; the mid-rise character to the east; and, the commercial character of the north, east, and west.

### *Land Supply*

There are currently no lands that are proximate to the subject lands that are available for redevelopment and are appropriately zoned that could accommodate the proposed development.

### *Transportation Impacts*

Vehicular access in the form of a single driveway allows accessible parking for residents of the proposed development. The proposed development will promote public and active transportation options that will mitigate vehicular impacts along Dundas Street, with several pedestrian connections to the street and existing and future public transportation opportunities, including two future Rapid Transit stations within walking distance of the proposed development.

Pedestrian sidewalks are present on both the north and south side of Dundas Street with a signalized crosswalk located approximately 75m (246ft) west of the subject lands at the Dundas Street and Egerton Street intersection.

No significant transportation impacts are anticipated with the proposed development. The increase in residential units to the neighbourhood supports public transit ridership, especially for the planned future BRT route along Dundas Street.

### *Mitigation of Adverse Impacts*

In the context of infill and intensification developments, adverse impacts are typically considered to be: loss of privacy, noise, and the visual impacts of site development (view obstruction,

shadowing). For the proposed development, privacy will be maintained through the use of landscaping and appropriate building setbacks. Noise levels from the proposed development will be typical of that expected from a mixed-use development of this nature; however, the noise generated from traffic on Dundas Street would be greater than that from the proposed development. The visual impacts of the development will be minimal given the height of the proposed building is similar to that of the adjacent building, spatial separation of the proposed building from abutting yards, and future landscaping and treatments (to be further refined through the Site Plan Approval process). Any shadowing from the proposed building onto abutting lands will be mitigated due to the proposed setbacks.

As such, adverse impacts are appropriately accounted for and mitigated.

The City of London Official Plan includes design principles that are to be applied to new developments (**Section 11.1**). Listed under this section are the general design principles that are to be promoted in the preparation of development proposals. The individual principles listed do not always apply to each specific development, and are dependent upon the location and characteristics of the proposal.

### **Section 11.1 – Urban Design Policies**

The design principles relevant to this proposed development and how they are addressed are outlined below.

*Architectural Continuity* – the massing and conceptual design of the new development provides continuity and harmony in architectural style with adjacent uses by pulling inspiration in the form of height, massing, building materials, and colour.

*Redevelopment* – the proposed development will replace an existing semi-detached dwelling with efficient, well-designed housing that contributes to the housing needs in the City of London.

*Streetscape* – the proposed development positions the 5-storey mixed-use building close to Dundas Street with entrances to the building connected to the public sidewalk system to activate the streetscape. The proposed building positioning and massing provides a strong street presence on this otherwise deactivated streetscape and enhances the pedestrian environment.

*Pedestrian Traffic Access* – pedestrian traffic to and from the proposed development will be connected to the public sidewalk along Dundas Street at multiple points. Space between the building and public sidewalk is proposed to be attractively landscaped; facilitating a pleasant pedestrian experience for traffic entering/exiting the building to/from the sidewalk.

*Landscaping* – the landscaping of the proposed development is designed as such to provide screening of the parking area from adjacent properties and streets and to enhance the appearance of building setbacks and yard areas. Landscaping details will be further refined through the Site Plan Approval process.



*Building Positioning* – the proposed development positions the building close to Dundas Street and aligns with the building to the east, creating a strong and continuous street edge. The positioning allows for setbacks large enough to maintain privacy to adjacent lands to the south.

*Privacy* – the design and positioning of the proposed building is as such to minimize the loss of privacy for adjacent residential properties. Separate entrance points for the commercial and residential uses maximizes privacy between the public and residents of the building.

*Outdoor Space* – the rooftop amenity area provides adequate and clearly-defined shared outdoor space.

## **Section 12.1 – Housing Objectives**

*“Support the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied”*

The proposed development broadens the range and mix of housing types in the area to meet current market demand and provide choice of housing. As apartment dwellings are generally an inherently less expensive form of housing compared to the single detached character of the surrounding neighbourhood, the proposed development is anticipated to add to the range of housing costs in the area.

## **Conclusion**

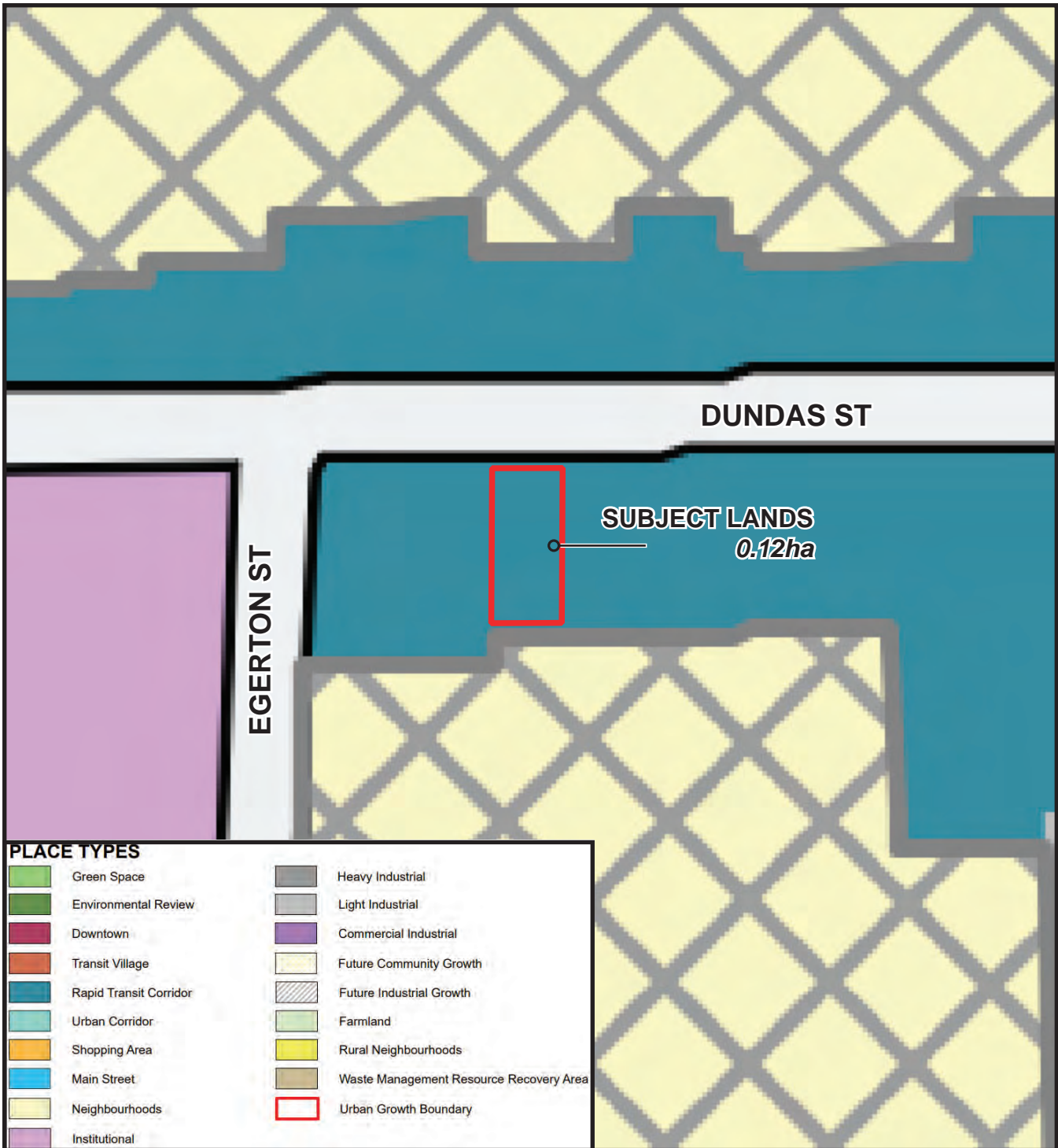
The proposed development represents an appropriate and compatible form of residential intensification and is consistent with the policies and the intent of the City of London 1989 Official Plan, including: intensification policies, urban design guidelines, compatibility, scale and massing, and housing objectives. The proposed development is consistent with the planned function of the “*Main Street Commercial Corridor*” land use designation to permit infill redevelopment of underutilized lands and mixed-use development to achieve higher densities.

## *The London Plan*

The subject lands are within the “*Rapid Transit Corridor*” Place Type (Figure 4) along a “*Rapid Transit Boulevard*” Street Classification (Figure 5) in The London Plan, which permits: a range of residential, retail, service, office, cultural, recreational, and institutional uses.

Permitted heights within this Place Type are 2- to 8-storeys and up to 12-storeys with bonusing. The proposed development is permitted and encouraged under these policies.

It is noted that the “*Rapid Transit Corridor*” Place Type policies are currently under appeal before the Ontario Land Tribunal (formerly the Local Planning Appeals Tribunal); however, planning applications should still have regard to policies set forth in The London Plan.



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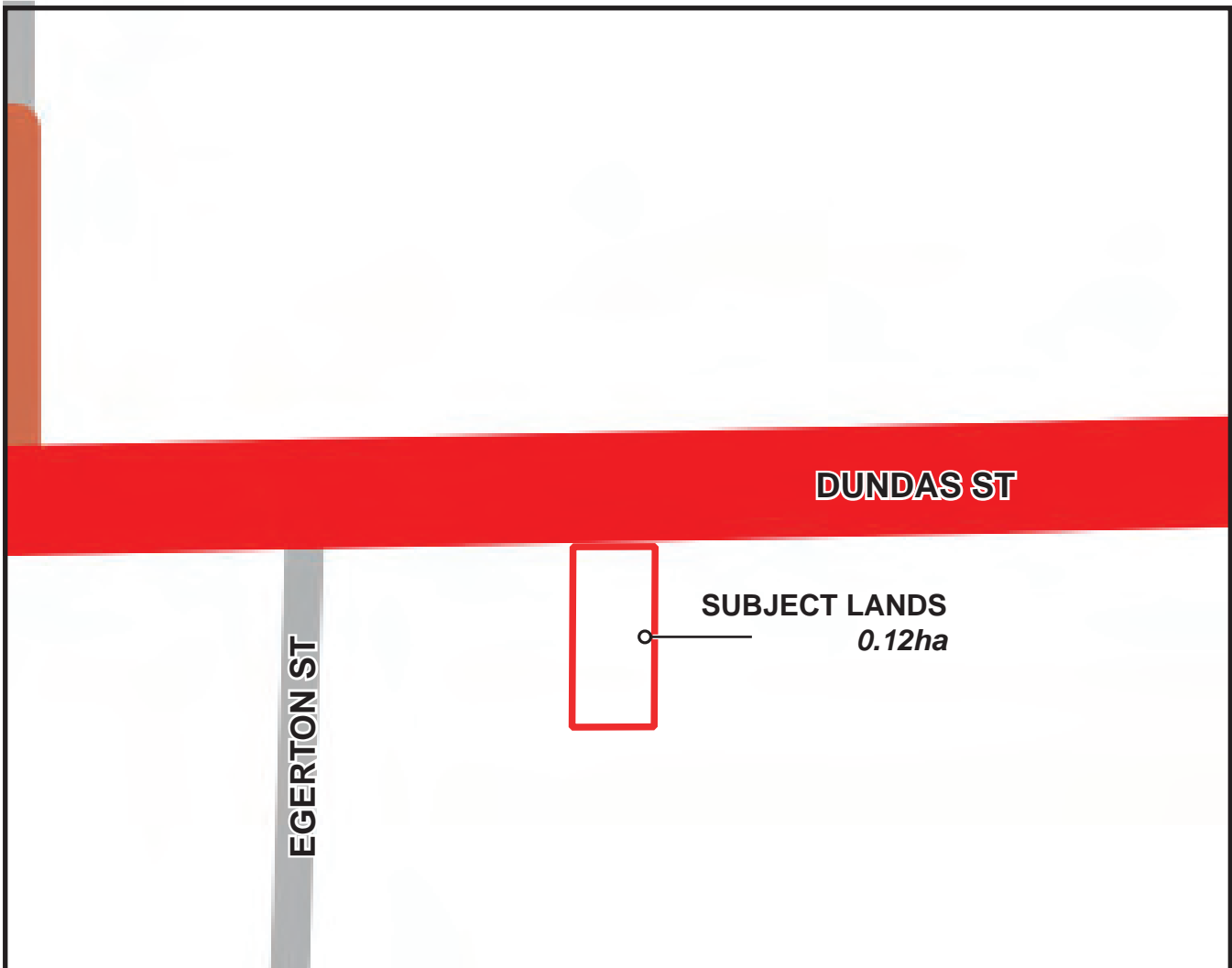
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**FIGURE 4 - THE LONDON PLAN**  
 MAP '1' - PLACE TYPES

**1033 DUNDAS ST ZBA**  
 PETER DRYGAS  
 1033 DUNDAS STREET  
 PT. LOT 10, CONCESSION C  
 GEO. TOWNSHIP OF LONDON  
 CITY OF LONDON  
 COUNTY OF MIDDLESEX



**STREET CLASSIFICATIONS**

- |   |   |
|---|---|
|  Provincial Highway      |  Neighbourhood Connector |
|  Expressway              |  Rural Thoroughfare      |
|  Urban Thoroughfare      |  Rural Connector         |
|  Rapid Transit Boulevard |  Interchanges            |
|  Civic Boulevard         |  Rapid Transit Stations  |
|  Main Street             |   |

FLORE

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**FIGURE 5 - THE LONDON PLAN**  
 MAP '3' - STREET CLASSIFICATIONS

**1033 DUNDAS ST ZBA**  
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 CITY OF LONDON  
 COUNTY OF MIDDLESEX

The London Plan encourages compact forms of development, as outlined under the Intensification policies of **Sections 79-87**. Accordingly, the following policies apply to the proposed development:

*“... Intensification will be supported, subject to the policies of the Plan, in the following forms:*

*Redevelopment, at a higher than existing density, on developed lands.”*

The proposed development is considered to be residential intensification as it is redevelopment of the subject lands at a higher density than what currently exists.

*“It is a target of the Plan that a minimum of 45% of all new residential development will be achieved within the Built-Area Boundary of the city.”*

The subject lands are within the Built-Area Boundary, and therefore, contribute to the goal of 45% of all new residential development to be located within the boundary in the City of London.

*“As directed by the policies of this Plan, intensification will be permitted only in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit”*

The London Plan provides policies for evaluating “appropriateness” of new development. The proposed development is appropriate for the subject lands for the following reasons (as per **Section 1578** in the Our Tools chapter):

*Traffic and Access Management* – no significant traffic or transportation impacts are anticipated. A single driveway is proposed, consistent with access management guidelines and the Site Plan Control By-law.

*Parking* – adequate parking is provided for the proposed development, as evidenced by the Parking Justification Review completed by Paradigm Transportation Solutions Limited (included in this application package). The surface parking lot is accessible via the driveway from Dundas Street. The parking will be screened from the street and adjacent lands by the proposed building and landscaping.

*Lighting* – ‘Dark Sky’ compliant lighting is proposed for the surface parking lot, walkways, and building exterior lights. This form of lighting reduces the amount of upward projected lighting and instead projects all light towards the ground. This significantly reduces light pollution into adjacent yards and windows of abutting single detached dwellings. All lighting will be consistent with the Site Plan Control By-law and will be further refined through the Site Plan Approval process.

*Privacy* – a variety of screening and buffering mechanisms are proposed to maintain or enhance privacy between the proposed development and adjacent lands, and the commercial and residential uses. The use of landscaping is proposed as well as separate and distinct building

entrances for each use. Given that the 5-storey mixed-use building is of similar height as the adjacent development, an appropriate privacy level is maintained for both residents in the surrounding neighbourhood and future residents of the proposed development.

*Shadowing* – no shadowing is expected beyond which would otherwise be present with the existing mid-rise uses. Existing off-site mature trees to the south of the subject lands currently provide shadowing on abutting lands.

*Visual Impact* – the proposed building is to be of high architectural quality and finish and will create a compatible development with attractive visual impacts. Landscaping will be implemented through the Site Plan Approval process to further screen buildings from the south and create an attractive public realm along the Dundas Street streetscape. It should be noted the dwellings to the south front internal roads and face away from the subject lands, thus the proposed building will not be obscuring any existing sight lines. The building will provide an attractive street presence on the south side of Dundas Street.

**Section 830** outlines how The London Plan realizes the set vision for the “*Rapid Transit Corridor*” Place Type. The following policies are relevant to the proposed development:

*“Plan for a mix of residential and a range of other uses along corridors to establish demand for rapid transit services”*

*“Require transit-oriented and pedestrian oriented development forms along these corridors.”*

*“Support the development of a variety of residential types, with varying locations, size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied.”*

The proposed development adds a range of uses, affordability, tenure, and design to the area as the mid-rise apartment form is not common in the surrounding neighbourhood context, and by providing a commercial use where one did not previously exist. The intensification of the subject lands promotes transit use and is designed to be synergistic with active and public transportation opportunities by achieving greater density as a trade-off with the typical parking requirements. Increasing the range of densities and housing types in the area will create a dynamic and engaging place to live.

**Section 840** outlines the Intensification policies of this Place Types. The following policies are relevant to the proposed development:

*“Development within Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility”*

The proposed development is designed to be sensitive to adjacent land uses by providing the greatest setback in the rear yard of the subject lands, between the proposed building and the adjacent sensitive uses.

The proposed mixed-use building provides well-designed, mid-rise built form that enhances the visual aesthetics of the area and adds variety to the range of existing building types (**Sections 197**). The existing streetscape along Dundas Street will be activated and enhanced by the addition of the proposed mixed-use building located close to the road frontage with pedestrian connections and landscaping in the front yard to create a visually attractive and connected public realm (**Sections 235, 242, 246, 247**). The design of the proposed development responds to the larger context of the subject lands and the abutting lands, being commercial and residential uses, through a compatible and aesthetically pleasing development that locates the building towards the Dundas Street frontage (**Sections 252, 253, 255, 256, 259, 268**). The positioning of the proposed building allows for screening the parking area from the street, minimizing the visual impact along the Dundas Street streetscape (**Sections 269, 270, 272, 282**). While anticipated to be further refined through the Site Plan Approval process, the building design is respectful of the sites context by maintaining a mid-rise form and providing architectural features which are compatible with proximate mid-rise and listed heritage buildings (**Sections 284, 285, 286, 289, 291, 295, 301, 302, 303, 305**).

As per the policies listed under this Place Type, the proposed development is compatible and fits within the existing context as follows:

- The site layout includes landscaping, outdoor amenity area, vehicular access, and parking;
- The proposed design is similar in massing, height, scale, and design to adjacent developments and is in harmony with the adjacent listed heritage buildings;
- The entrances of the building are oriented towards Dundas Street, enhancing the streetscape; and,
- The proposed development encourages the use of active and public transportation.

The proposed Zoning By-law Amendment is intended to permit an appropriate form of intensification that is compatible with surrounding and abutting uses, and consistent with the planned function of these lands under the policies of The London Plan. The proposal is consistent with the policies and the intent of The London Plan, including intensification policies, urban design, compatibility, and the evaluation criteria for planning and development applications.

### *Old East Village Dundas Street Corridor Secondary Plan*

The subject lands are within the boundary of the Old East Village Market Block Character Area of the Old East Village Dundas Street Corridor Secondary Plan (OEVDSCSP). The land use policies within this Secondary Plan encourage mixed-use buildings as a preferred form of development; allow a broad range of residential, retail, service, office, cultural, recreational, and institutional uses; provide street-oriented active uses on the ground floor for the majority of the Dundas Street frontage; encourage residential uses above the ground floor to increase the residential population and provide a variety of housing options; and, encourage primary access to residential units located above the ground floor to be located on a street-facing façade for pedestrian comfort and safety.

Permitted heights within the OEVDSCSP allow for mid-rise buildings (defined within this Secondary Plan as buildings 4- to 8-storeys in height) on the south side of Dundas Street between Egerton Street and Kellogg Lane.

The proposed development is in conformity with both the land use and permitted heights policies of the OEVDSCSP.

**Section 3.3.2** outlines the General Built Form policies. The following policies are relevant to the proposed development:

*“The Old East Village Core and Old East Village Market Block character areas have an existing relatively consistent built form which establishes a continuous street wall. The placement of buildings within these character areas should support this continuous street wall, and exceptions for small plazas, courtyards or patios spaces should be designed to carefully integrate into this established streetscape.”*

The proposed development is positioned to be aligned with the adjacent mid-rise building, maintaining the continuous street wall along this portion of Dundas Street.

*“Parking shall not be located between the building and public right-of-way.”*

*“Landscape treatment should be provided along the edge of parking lots and within parking lots to mitigate water runoff, heat island effect and enhance the user experience.”*

Parking for the proposed development is located in the rear yard of the subject lands, screened from view from the public realm by the proposed building. The parking area is proposed to be surrounded by landscaping elements that may mitigate water runoff and the heat island effect.

*“High- and mid-rise buildings should be designed to express three defined components: a base, middle, and top.”*

*“Buildings should have articulated façades that complement the façade rhythm of the existing streetscape. No large blank walls should be visible from the street.”*

*Façade elements of infill development or new construction fronting onto Dundas Street will be designed to support the existing character along the Dundas Corridor.”*

The design of the proposed building incorporates the three defined components (base, middle, top). The ground floor façade at the base of the building has entryways, doors, and windows at a human-scale that face Dundas Street and provide direct connections to the building from the public realm. The building is further articulated through the second to fourth floors by large windows and columns delineating the residential dwelling units, with the fifth floor articulated by a break in the wall leading to the outdoor amenity area, creating an interesting visual contrast.

According to the OEVDSCSP, all development fronting onto Dundas Street should be consistent with the Old East Village Commercial Corridor Urban Design Manual (OEVCCUDM). The relevant policies pertaining to the proposed development are listed below.

*The Building Façade* – the proposed development incorporates a façade that fits into the local context by way of size and materials; is a human-scale; is complimentary to its surroundings while remaining unique; has a defined top, middle, and bottom that is easily identifiable through the use of materials and architectural treatment; pays homage to the historical character of the area; and, has transparent glass to ensure visual connections from the public realm to the building’s interior.

*Materials and Colours* – materials and colours will be utilized that contribute to the historical character of the corridor, such as the red/brown colour palette of the brick found on adjacent listed heritage buildings.

*Site Layout* – the building is positioned to be in line with the existing built line which will create visual continuity along this portion of Dundas Street.

*On-site Parking* – the parking area is located in the rear yard of the subject lands and are screened from view from the street by the proposed building.

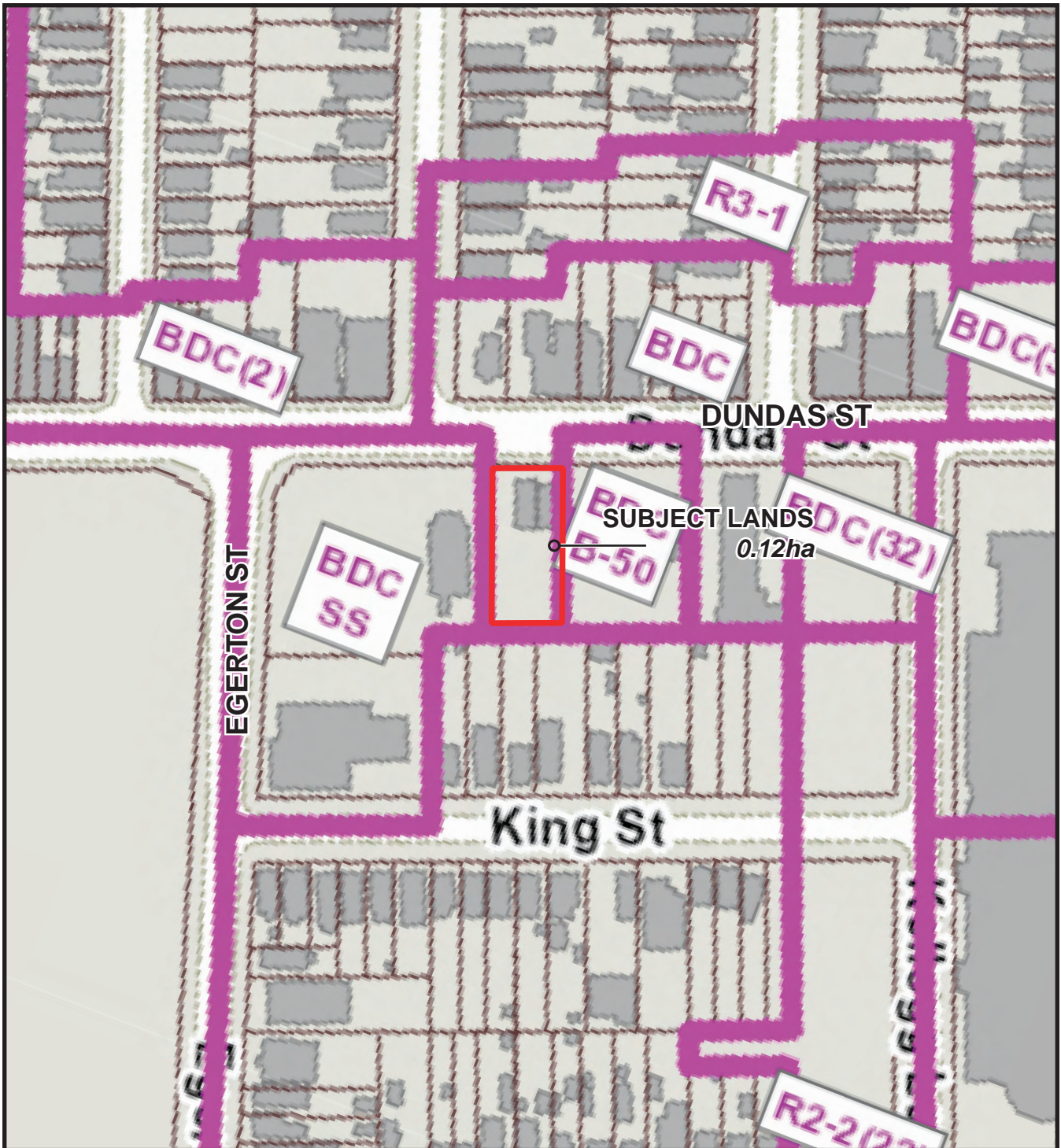
*Orientation* – the primary building entrances are located towards the front of the Dundas Street corridor.

The proposed development is reflective of good urban design and is consistent with the policies set forth in the OEVCUDM.

### *City of London Zoning By-law Z.-1*

The subject lands are currently zoned “*Business District Commercial (BDC)*” in the City of London Zoning By-law Z.-1 (Figure 6). The BDC zone is typically applied to corridors with a main street character, and provides for and regulates a mix of retail, restaurant, neighbourhood facility, office, and residential uses located along pedestrian-oriented business districts in older parts of the City. The BDC zone permits a variety of uses, including apartment buildings with commercial uses on the main floor.





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**FIGURE 6 - CITY OF LONDON ZONING BY-LAW Z-1**  
*image retrieved from: City of London Interactive Zoning Map*

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## Proposed Zoning By-law Amendment

As the proposed development is not permitted under the current zoning regulations, a Zoning By-law Amendment is required. The subject lands are proposed to remain in the BDC zone with the following site-specific special regulations:

- Building height to be increased from the permitted 12.0m to 16.5m; and,
- Number of parking spaces to be reduced from the required 22 spaces to 10 spaces.

The proposed building is to be 5-storeys and 16.5m in height. The increased building height is appropriate for the subject lands as it provides for an increased intensity and is compatible with the adjacent 5-storey development, creating a continuous street wall along Dundas Street that demonstrates good urban design. Both The London Plan and the OEVDSCSP specifically contemplate a mid-rise building up to 8-storeys in height on the subject lands; the proposed development is well-within these parameters and is considered to be an acceptable massing and scale under these policies.

The proposed special regulation to increase the permitted building height will also permit a higher density on the subject lands. A higher density is consistent with the goals of intensification as laid out in the 1989 Official Plan and The London Plan. The proposed redevelopment is intended to make efficient use of land and services available to the subject lands, and the proposed height and associated density is appropriate given that the proposed site layout can comfortably accommodate the building, adequate parking, landscaped space, outdoor amenity space, and provide spatial separation with abutting uses.

The proposed special regulation to reduce the number of parking spaces is consistent with the “*Rapid Transit Corridor*” Place Type policies within The London Plan that promote and encourage the use of active and public transportation. The parking reduction is further supported by the Mixed-Use Development Parking Study completed by Paradigm Transport Solutions Limited, which notes that the proposed parking supply is consistent with parking rates developed by the Institute of Transportation Engineers (ITE) for apartment buildings. The Parking Study also notes that the development is located along the future planned BRT corridor and is within walking distance to major recreational attractions, as well as retail and restaurant opportunities. The conclusion of the Parking Study states that the proposed parking supply for the proposed development would be sufficient to meet its actual parking demand. The subject lands are also located within walking distance to employment lands that can service the residents of the proposed development. On-street parking opportunities may be available to service the ground-floor commercial use of the proposed development, reducing the need for commercial-dedicated parking supply on the subject lands.

The requested “*Business District Commercial BDC (BDC(\_))*” with site-specific provisions is intended to permit the redevelopment of the subject lands in a manner that is appropriate for the lands and compatible with abutting uses. Given the above justification, the proposed site-specific zone is consistent with the intent and policies of the Official Plan(s) and is appropriate for the proposed development.

## Planning Considerations and Conclusion

The proposed Zoning By-law Amendment seeks to permit a 5-storey, mixed-use building with ground floor commercial use and 15 residential dwelling units on the subject lands. The subject lands are proximate to public open space, recreational opportunities, employment lands, public transit, and are located along and front onto a major arterial road that is a planned Bus Rapid Transit corridor. The proposal to redevelop the subject lands to appropriately provide efficient and cost-effective residential development provides a built form and residential intensity that is compatible with abutting uses, promotes active and public transportation, enhances the public realm along Dundas Street, and fulfills the planned function of intensification.

The London Plan specifically contemplates building heights of up to 8-storeys on the subject lands for the expressed purpose of mixed-use development and intensification. The subject lands are within a land use context of a variety of commercial and residential types and tenures and will further diversify the range of uses and densities in the area, fulfilling the planned function of lands along Dundas Street.

The proposed development is also in line with the intent set forth in the 1989 Official Plan and the Old East Village Dundas Street Corridor Secondary Plan in terms of mixed-use development, thus confirming the proposed building height and unit count is appropriate for the subject lands and is in keeping with the policy intent of both participating Official Plans and the relevant Secondary Plan.

Notably, this proposal can make efficient use of underutilized lands to help address the significant housing shortage in the City of London.

Based on the above, and as detailed throughout this Planning and Design Report, the proposed Zoning By-law Amendment is consistent with intent and policies as set forth in provincial and municipal planning legislation and, as such, the Zoning By-law Amendment is appropriate and represents good land use planning.

We trust that the enclosed information is satisfactory and look forward to discussing this application with City staff. Should you have any questions, or require further information, please do not hesitate to call.